

furnishing the power not only for its new mill but for the old mill also. This was accepted and at once necessitated the development of Portman Shoals. The work in this development is now under way, and when completed will develop at the river some 5,000 hydraulic horse-power, and transmit of this at once about 1,800. The balance will require only the addition of the necessary generating apparatus and transmission line to make it available in the city.

Portman Shoals has a fall of 48 feet in 2 miles, and by careful tests of the flow of the water in the river, the

York, Pa. They are guaranteed to give an efficiency of 80 per cent., and to develop 2,200 horse-power when operated at full gate. They will be mounted horizontally, two pairs in each flume coupled direct to one generator. Whilst this apparatus will constitute the present installation of generating and transmitting apparatus, the power-house is being built of sufficient size to accommodate three more generators of like capacity, and the necessary turbines to drive them.

The power house is situated immediately below the dam, and the water is carried through the dam in iron flumes

#### PUBLIC HIGHWAYS OR COUNTRY ROADS.

Anderson County leads the State, and probably the South, in good, smooth country roads and in the new system of road making. In every direction from Anderson, run broad, smooth roads to the limits of the county, which are so thoroughly graded and constructed as to rival many of the noted drive-ways of the North and East. And these roads are playing a very important part in increasing the volume of business in the city of Anderson. To the citizens of Anderson County it is now a matter of

Boards consist of three discreet freeholders in each township in the several counties, recommended by the representatives in the Legislature and appointed by the Governor. The office of County Supervisor is created and made elective every two years. The Supervisor has general jurisdiction over all public highways, roads, bridges and ferries; over the paupers and all matters relating to taxes and disbursements of public funds for county purposes, and invested with authority to administer oaths in matters appertaining to his office. The Supervisor, together with the Chairman of the Township Boards of Commissioners, constitute the County

alone appears to have fully adopted it and taken the invitation in demonstrating, unaided, that the system is thorough and satisfactory in cost and in giving the best roads the South has ever had. The first Supervisor, W. P. Snelgrove, was elected two years ago, and is again renominated in the Democratic primaries by an overwhelming majority. It is very significant that almost all of the other Supervisors in the State were defeated before the primaries.

From the very beginning Mr. Snelgrove has exhibited a marked interest in this new road system, and in the plans adopted by him has clearly proven his fitness for this difficult position. In Anderson County there are seventeen Townships. Up to this time Mr. Snelgrove has purchased for these Townships seven Steel Champion Road Machines, which are manufactured by the American Road Machine Co., Kennett Square, Pa. These machines were selected after careful comparison with other similar machines manufactured by others, and they have given perfect satisfaction. These machines shape, grade and ditch, leaving a smooth track sloping from the center to the side ditches, forming a kind of water-shed, which prevents the standing of water on the road-bed. It is found that each Champion does the work of about 60 hands. The Supervisor intends to put a Steel Champion Machine in each Township in the County in the course of a year or two. There is only one squad of convicts in the County at present, and in the different Townships work has to be performed by hired labor, but the Machines have gone over nearly the whole County, cutting down the hills, rounding up the roads in good shape, and leaving them in a condition to be easily finished.

At the convict camp there are about 30 convicts. The camping outfit is complete. There is a substantial tent for the convicts 16 by 40 feet. At night the men are placed with their feet together, chained and guarded. The tent for the guards is 12 by 14 feet, and conveniently located near the convict tent. The most unique article, perhaps, of this camping outfit is the portable kitchen, built of corrugated iron and placed on wheels. This kitchen is 7 by 12 feet, with a stove bolted down securely. It is arranged inside with shelves, tables and everything necessary for cooking purposes. Ventilation is provided by means of wire gauze doors. Two mules only are required to move this kitchen from place to place. Every thing has been working smoothly at the camp so far. No attempts to escape have been made, but among the necessities of the camp are blood hounds. Several of these dogs have been purchased and are a terror to the convicts.

The task of transforming a million miles, or more, of bad roads into good ones, a task which involved the disruption of century old systems, the development of new lines of legislation in all the States of the Union, and in many even the changing their constitutions, and which has threatened to require an expenditure running into billions, has commonly been deemed so vast and difficult as to be utterly hopeless; but it suddenly appears that the few good citizens who have had the courage to attempt it here and there, have reason to be astonished at their own success. Not only have the ways and means been found without oppression to the taxpayer, but the actual cost of good road making has been brought far below the early estimates. Sixteen States have passed new road laws, more or less radical in their nature, and one has amended its constitution to permit the adoption of such laws. Many hundreds of miles of good roads have already been built, in localities widely separated, under varying conditions and through various methods of administration, finance and construction. In the South more especially the question of better roads has been thoroughly discussed, and active steps have been taken to have the plans carried out.

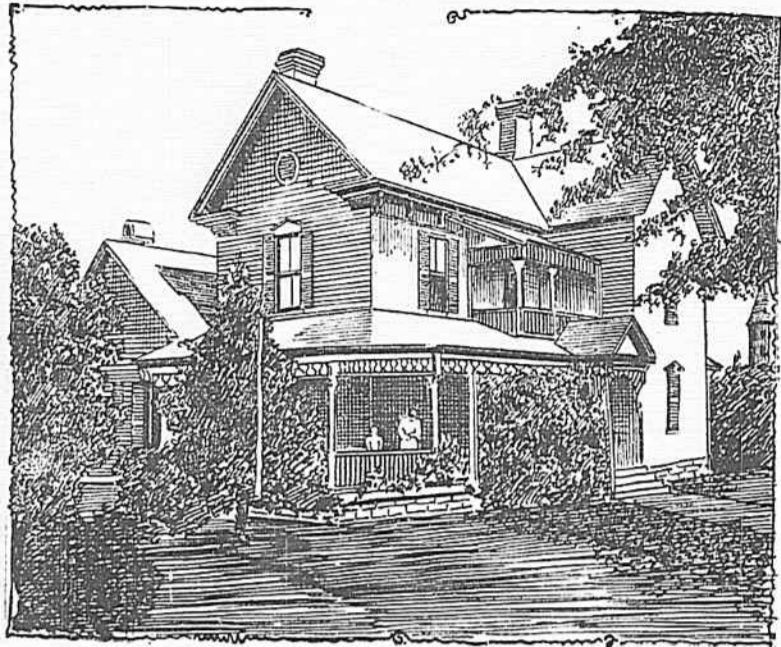
In Anderson County this new system has given perfect satisfaction. The dread of country roads has given place to a delight to be upon them, while the receipts of produce in the City of Anderson, due to the improved condition of the roads, are rapidly increasing.

— He who contributes to the building of a school house creates a legacy for posterity.

— Our public roads constitute one of the most attractive features of our many and varied advantages.

— The drowning man catcheth at the straw. So doth the drinking man when there is a mint julep at the other extremity.

— The negro in the South has shown a wonderful improvement and has displayed the racial susceptibility to moral and educational influences to a marked degree. The Southern people and the negroes understand each other and get along well together.



RESIDENCE OF J. L. TRIBBLE.

available power due to this head is between 8,000 and 10,000 horse-power. The present development will consist of a stone dam, situate at the lower end of the shoal, to be 27 feet in height, which will give a head of 32 feet on the wheels, and produce about 5,000 gross horse-power. This construction will obviate the necessity of a canal, and will readily permit the enlargement of the plant, so that the whole power in the river can be cheaply developed, when the demand for power shall make it advisable. As stated above the work on this development is now being pushed to completion. The contractors, Messrs. Withers & Hardaway, of Birmingham, Ala., have at present a force of 200 men and the necessary engines, steam drills and derricks at work and will no doubt complete their contract by the 1st of June, 1897, the time set in their agreement. The Electrical Generating apparatus is being built by the

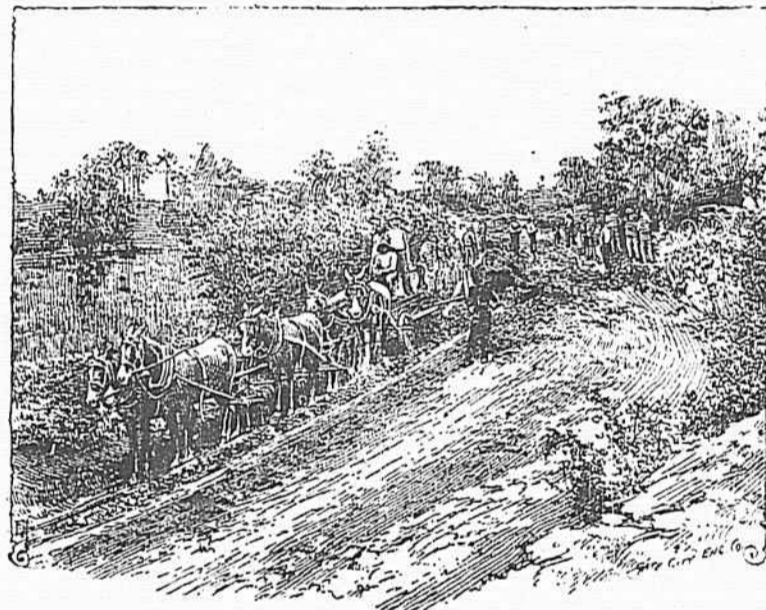
into the power house and delivered to the wheels. These latter rest upon the floor of the power house, and after passing the wheels the water is carried by draft tubes to the tail race. If in future the full power of the river is developed, all that will be necessary will be to raise the height of the dam to its limit, and nothing now built need be disturbed or changed.

The officers of the Company are: Dr. S. M. Orr, President; W. J. Roddy, Vice President; Wm. C. Whitner, General Manager and Chief Engineer; J. L. Mauldin, Superintendent; and F. C. Whitner, Secretary; with W. L. Roddy and W. J. Roddy, of Rock Hill, R. H. Wylie, of New York, J. L. Orr, of Greenville, S. M. Orr, J. A. Brock, R. S. Hill, B. F. Whitner, J. M. Sullivan, Wm. C. Whitner and J. G. Cunningham, of Anderson, as Directors.

The completion of this plant will give to Anderson an abundance of

surprise that our common roads have been for so many years and so universally neglected, amidst so much progress and prosperity in every other direction. It is indeed remarkable. Trade relations, both interstate and foreign, have brought magnificent and thoroughly equipped railroads, which span the country in every direction, and connect us with almost every market of the world, but the common roads over which every pound of produce must be hauled to feed the great thoroughfares of commerce and travel have been, for many years, even more

Board of Commissioners, with the Supervisor as Chairman of the Board. From this Board one member is elected as a member of the State Board of Equalization. The Supervisor and Chairman of the Township Boards are required to lay off into convenient sections roads, bridges and ferries, and number them for the purpose of letting out same to be worked and maintained by contract. Advertisements are made for bids, which bids must be submitted in writing. The contract system is not made obligatory upon the County Boards. A commutation



WORKING PUBLIC ROAD WITH STEEL CHAMPION ROAD MACHINE.

than a century, sadly neglected year after year. The legislatures have assembled, enacted laws pertaining to almost everything else, but to introduce a new system of road making either never occurred to them or seemed fraught with so many difficulties, no one appeared willing to undertake it until in 1885. Maj. E. B. Murray, now deceased, a young and remarkably bright representative from Anderson County, introduced a bill providing for a wider road bed, an increase in the number of days work required and for a tax of  $\frac{1}{4}$  of one mill to be set aside as a permanent im-

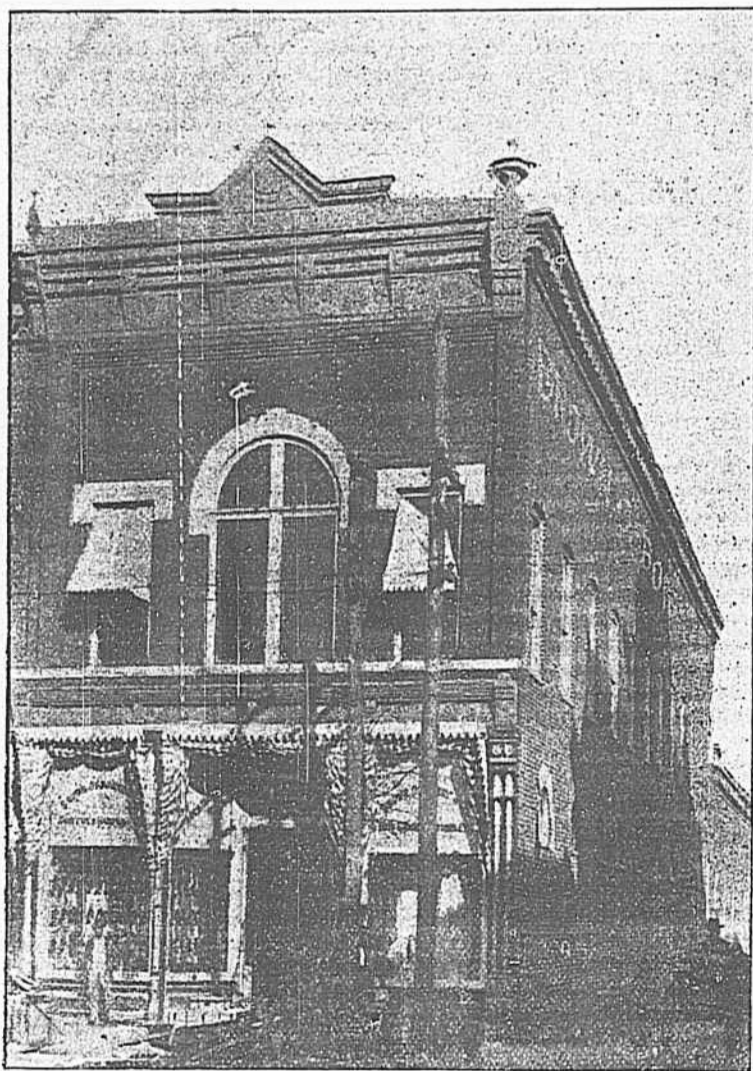
provement fund. This bill became a law Dec. 24, 1896. It did not meet with general approval, but its effect proved most beneficial. It directed the attention of the people to the subject of better roads, and in 1893 a bill was introduced giving to us the present system of road making. This bill became a law January 4th, 1894. The old Board of County Commissioners as abolished and Township Boards established in their stead. These



VIEW OF PUBLIC ROAD.

instead of paying, and in March, 1896, this tax was reduced to \$1.00. This reduction met with approval and is found to be satisfactory as a source of revenue. Inasmuch as the contract system was left discretionary with the County Board of Commissioners, and the system was new, without rules or precedents to guide in the details of the work, very few of the counties have adopted it. In fact, Anderson county

tax is provided for which may be paid in lieu of personal labor. Road overseers are appointed by the Township Boards. The Courts are required to sentence all able-bodied male convicts, whose terms are not over two years, to hard labor upon public works of the county in which conviction is had. These convicts are organized into a county chain gang, under the control of the Supervisor, but are not permitted to be worked in connection with or near a road contractor or overseer. The commutation tax provided for in this bill was \$2.00, but it was found that many preferred to perform work



STOREROOM OF BROWN, OSBORNE & Co.

Stanley Electric Manufacturing Company, of Pittsfield, Mass., and will consist of two 600 Kilowatt two-phase Generators and the necessary switch-board apparatus and accessories. The current will leave the machines at a pressure of 10,000 volts, and after passing through the switch-board, will be transmitted to the city, a distance of 10 miles, over a line consisting of eight No. — bare copper wires. Reaching the city, it will be carried into the Company's present station, and there transformed from 10,000 volts to 1,000 volts, and thence distributed throughout the city and to the Cotton Mill.

The wheel plant will consist of four pairs of 30-inch McCormick Turbine Wheels, made by S. Morgan Smith, of

cheap power, which together with her other natural advantages, will, we are confident, soon place her in the front ranks of the manufacturing towns in the South. The Company invite the correspondence of those seeking a manufacturing location, and will be glad to enter into negotiations for furnishing power in any quantities up to the limit of their capacity.

— The breezes from the hills temper the heat of summer, while the hills, themselves, protect us from the chill winds of winter.

— Anderson county stock raisers are setting a fine example to other sections of the State. They have found the business very profitable.